RULE 10-I

Oral authorization and acknowledgments between Foremen and Engineers for trains to pass "Red Conditional Stop" signs must be worded in the following forms:

Foreman's Response

"THIS IS S.P. FOREMAN IN CHARGE OF THE WORK BETWEEN MP _____ AND MP _____ S.P. TRAIN ORDER NO. _____. WE ARE IN THE CLEAR AND YOU MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF THE ORDER AT _____ M.P.H."

Engineer's Response

"THIS IS ENGINEER S.P. TRAIN _____. I MAY PROCEED PAST THE RED CONDITIONAL STOP SIGN AND THROUGH THE LIMITS OF ORDER NO. _____ BETWEEN MP _____ AND MP _____ AT (Speed). REPEAT (Speed) MILES PER HOUR."

Foreman must acknowledge Engineer's response as follows: S.P. TRAIN NO._____, O.K. ON ORDER NO._____

SPEED TABLE

TIME PER MILE	MILES PER HOUR	TIME PER MILE	MILES PER HOUR
41″	87.8	1′11″	50.7
42″	85.7	1′12″	50
43″	83.7	1′13″	49.3
44″	81.8	1′14″	48.6
45″	80	1′15″	48
46″	78.3	1′16″	47.4
47″	76.6	1′17″	46.8
48″	75	1′18″	46.2
49″	73.5	1′19″	45.6
50″	72	1′20″	45
51″	70.6	1′25″	42.4
52″	69.2	1′30″	40
53″	67.9	1′35″	37.9
54″	66.7	1′40″	36
55″	65.5	1′45″	34.3
56″	64.3	1′50″	32.7
57″	63.2	1′55″	31.3
58″	62.1	2′00″	30
59″	61	2′15″	26.7
1′00″	60	2′30″	24
1′01″	59	2′45″	21.8
1′02″	58.1	3′00″	20
1′03″	57.1	3′30″	17.1
1′04″	56.2	4′00″	15
1′05″	55.4	5′00″	12
1′06″	54.5	6′00″	10
1′07″	53.7	7′00″	8.6
1′08″	52.9	7′30″	8
1′09″	52.2	8′00″	7.5
1′10″	51.4	10′00″	6

SOUTHERN PACIFIC COMPANY

SOUTHERN SAFETY PACIFIC

DALLAS DIVISION SPECIAL INSTRUCTIONS No. 2

EFFECTIVE SUNDAY, APRIL 24, 1966

AT 12:01 A. M.

CENTRAL STANDARD TIME

SUPERSEDING SPECIAL INSTRUCTIONS No. 1

THESE INSTRUCTIONS CONSTITUTE A PART OF THE TIMETABLE CURRENTLY IN EFFECT

D. R. KIRK,
General Manager.

L. R. SMITH,
B. M. STEPHENS,
Assistant General Managers.

J. E. ADAMS,
Superintendent of Transportation.

S. E. TANNER,
Superintendent, Dallas Division.

RULE A. Employes must have a copy of Rules and Regulations of the Transportation Department, effective July 1, 1960, with page revisions listed on Page 1, revised April 1, 1961.

RULE M. Employes are warned that it is dangerous to ride on top or side of cars while passing points where impaired clearance exists, and that they must protect themselves from injury. See list of impaired clearances on main track and sidings.

There are numerous other structures with impaired clearances on yard and station tracks, and employes must be familiar with their location and avoid personal injury.

Employes are prohibited from riding or walking on the roof of any moving car.

(Exception: Employes may ride on the roof of cars when necessary during switching operations, but must not cross from the roof of one car to another while in motion.)

RULE 1. Form prescribed for recording variations of standard clock with time signal has been discontinued.

RULE 10-H. First paragraph revised to read:

"When a yellow signal is required it will be displayed to the right of track in direction of approach, two miles from structure or track over which speed of trains must be restricted. Where two or more main tracks are affected the signal will be displayed for each track the same as if it were a single track."

Third paragraph revised to read:

"Where yellow signals are displayed within limits of a length of track over which a maximum speed is designated in train order or timetable bulletin and no maximum speed is otherwise specified for the particular section of track protected by these yellow signals, trains must not exceed restricted speed thereover. When yellow signals are displayed and the speed is not specified by train order or timetable bulletin, trains must proceed expecting to find unattended red signal that may be displayed two miles beyond the yellow signal."

RULE 10-I. First paragraph revised to read:

"When Form Y train order is in effect an unattended red sign reading 'CONDITIONAL STOP' will be displayed 1,000 feet in advance of where main track is obstructed or impassable. Trains must approach prepared to stop short of this sign unless the engineer is orally authorized to proceed beyond the stop sign by foreman in charge of work or a proceed signal with a green flag or light is received. A yellow sign reading 'PROCEED PREPARED TO STOP' will be displayed two miles in advance of the red sign."

Form Y Train Order. Third paragraph revised to read:

"Yellow proceed prepared to stop signs are displayed two miles in advance of red conditional stop signs."

RULES 10-G, 10-H and 10-I. When unattended red flags or red lights, yellow signals, red CONDITIONAL STOP signs and yellow PROCEED PREPARED TO STOP signs are displayed between siding switches, they must be duplicated to the right of track in direction of approach. If clearance between siding and main track does not permit display of these signals to right of track in direction of approach, signals may be displayed to left of track in direction of approach.

Display of these signals to the left of track in direction of approach must be respected as though they were displayed in accordance with these rules.

RULES 10-H & 15. On the

Paris Branch Cameron Branch

yellow signals will be displayed one-half mile from point of restriction, and when a torpedo is exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed one-half mile beyond the torpedo and the yellow signal. Green signal will be displayed to the right of each track at the limit of restriction.

RULE 10-I and FORM Y TRAIN ORDER. A train or engine within limits of a Form Y Train Order at effective time of order must not proceed unless orally authorized by foreman in charge of work, or a proceed signal with green flag or light is received.

Where the term "Foreman" is used in these Rules, Timetable Bulletins, Special Instructions and Form Y train orders, it will also apply to Southern Pacific employe in charge of work.

RULE 10-J. Speed signs prescribing an increase in speed will not be installed on the:

Austin Branch	Cameron Branch
Paris Branch	Llano Branch
Fort Worth Branch	Shiner Branch
Jacksonville Branch	

Certain signs have words "SPRING SWITCH" "TURNOUT" or "DRAWBRIDGE" above and below figures. Such signs indicate speed which must not be exceeded while entire train is passing over spring switch, turnout or drawbridge, three-fourths mile beyond speed sign.

RULE 14(k). On double track, whistle signal 14(k) must also be sounded to call attention of engine crews and train crews of trains of the same class and of inferior trains moving in the opposite direction, to signals displayed for a following section.

RULE 14(1). Where there are two or more road crossings in close proximity, standard whistle sign bearing letter "X" may have sign beneath it showing number of crossings involved and whistle must be sounded for each crossing in compliance with engine whistle signal 14(1).

RULE 15. First paragraph revised to read:

"The explosion of a torpedo is a signal to proceed with caution for two miles."

Second paragraph revised to read:

"When a torpedo is exploded in the vicinity of a yellow signal displayed in accordance with Rule 10-H, train must proceed expecting to find an unattended red signal that may be displayed two miles beyond the torpedo and the yellow signal."

RULE 19. When oil-burning markers are used, only one marker will be displayed.

Markers will not be displayed on the following branches:

Paris Branch Cameron Branch

Last sentence of Item (5) is cancelled.

RULES 20, 21, 21-A, 21-B, 21-C. Trains will not display train indicators but will display engine number in place provided for train indication. Engine number will not be removed on arrival at destination.

When engine is equipped with white classification lights they must be illuminated by day and by night when running as an extra train. When so equipped white flags will not be displayed as provided by Rule 21-B.

RULE 97. On double track or two main tracks or within Interlocking, CTC or A-PB limits train may run extra without train-order authority moving with the current of traffic on double track, but must obtain clearance before commencement of trip, if at an open train-order office except Eastward trains originating T&P Jct. may leave without clearance if train-order signal is displaying proceed indication.

RULE 99-C. Will apply between the following stations:

Flatonia and Yoakum	Navasota and Eureka
Austin and Brenham	Briggs and Bonita Jct.
Austin and Llano	Fort Worth and Garrett
South Sherman Jct. and Garrett	Paris and Commerce
	Waco and Cameron

RULE 103-A. When a train or engine is standing on any track to be met or passed by a train or engine and a public crossing at grade is to be opened to permit traffic to cross, the opening must, if practicable, clear crossing by 100 feet each side and member of crew must, if practicable, protect the open crossing against movement of trains or engines on adjoining tracks and when coupling up.

RULE 104-A. When inside switches are not equipped with hooks or locks, it will not be necessary to otherwise secure or render report.

RULE 105. When length of train and/or capacity of siding permits, trains taking siding after clearing main track will provide not less than 400 feet additional clearance to fouling points.

RULE 283. Movements governed by semaphore type diverging route signals displaying "Proceed on Diverging Route", Figs. A and B, must be made with caution.

RULES 281 and 285. Movements against the current of traffic, or to non-signaled track, governed by semaphore type dwarf signals displaying 'Proceed', Fig. E, Rule 281; or by light type signals displaying 'Proceed Not Exceeding Medium Speed', Figs. D or G, Rule 285, must be made with caution.

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM KEY-RELEASES

Where automatic signal protection is provided for movements from an adjacent track to main track, "Key-Releases", with time-release feature, may be installed on signal case near fouling point to clear signal on one track when control circuit of other track is occupied.

If governing signal displays stop indication and no train approaching, member of crew may insert switch key in slot below governing signal number on signal case and turn SLOWLY one complete turn to right, remove key and wait until time-release has operated, after which signal should display proceed indication if block is clear.

Trains required to enter siding where signals are arranged as above must not pass home signal until after switch has been lined for siding.

ELECTRIC SWITCH LOCKS

Where electric switch locks are installed, lock-box door must not be opened if movement is to be made into a track leading from main track until engine or car is standing within 150 feet of switch; or if movement is to be made from such track or through a crossover to a main track, until block indicator indicates "block clear", on opposite track.

Within CTC or Interlocking limits before lock-box door is opened to enter main track or controlled siding, permission must be obtained from train dispatcher or operator, who must be notified when work completed and lock-box door closed and locked.

After lock-box door is opened, lock lever cannot be moved to opposite position to release switch for hand throwing until indicator in lock-box indicates "unlocked".

Lock lever must not be returned to lock position until all movements over switch are completed, switch returned to normal position and locked. Lock-box door must then be closed and locked.

When block indicators indicate "block occupied", instructions posted inside lock-box must be complied with if movement is to be made to a main track while approach circuit is occupied by another train or engine, in addition to providing flag protection when necessary.

Low type electric locks, such as are applied direct to lever of hub type switch stands, function as above except that removal of switch lock has same effect as opening lock-box door. Instead of being equipped with an "UNLOCKED" indicator, these locks may have a pilot light that indicates by illumination when lock is unlocked.

When a pilot light will not illuminate to indicate electric lock is unlocked, push button on adjacent cast iron box protected with cover and locked with switch lock, should be depressed to illuminate green light. After a time interval of from one to seven minutes pilot light on electric lock will be illuminated, indicating lock is unlocked.

Emergency lock release is applied to side of low type electric lock and inside of lock box on hi-type electric lock. It is to be used only in case of electric or mechanical failure as indicated by failure of time-release to function after several minutes. When necessary, break seal and push button to operate emergency lock release. Train dispatcher must be notified immediately and movement made only after necessary flag protection is provided.

MECHANICAL SWITCH LOCKS

After lock-box door is opened lock lever may be moved upward against stop. After a time interval of from one to seven minutes indicator will show UNLOCKED and lever may be moved to reverse position "R". Switch may then be operated in usual manner.

Lock lever must not be returned to normal position "N" until all movements over switch are completed and switch returned to normal position and locked.

Emergency lock release is to be used only in case of mechanical failure, as indicated by failure of time-release to function after several minutes. When necessary to break seal on emergency release, train dispatcher or signal operator must be notified immediately and movement made only after flag protection is provided.

RULE 535. Where switch point indicators are provided for protection of facing point movement over spring switches the following will govern:

Aspect	Indication
Green	Lined for normal movement.
Red	Stop; open and close spring switch by hand removing any obstruction and know points fit up and are secure before proceeding.

RULE 605. INTERLOCKING

Movements governed by diverging route or dwarf signals must be made with caution and position of switches observed as such signals may govern movements for various routes.

LETTER TYPE INDICATOR

RULE 705. Hot box detector system in service at following location: MP 205.1.

Trains will be governed by letter type indicators as follows:

When letter "H" is displayed it is an indication of hot bearing and train must immediately reduce speed to not exceeding 15 MPH and stop at hot bearing panel and be governed by instructions posted inside case.

When letter "W" is displayed it is an indication that preceding train has stopped due to a hot bearing indication but has not cancelled out system and following trains must stop and not proceed until light is extinguished or permission is obtained from train dispatcher. After stopping speed of 10 MPH or more should be obtained if possible before passing over detector provided restrictions permit. Dispatcher phone located near "W" indicator.

A white light displayed on track side of detector instrument house indicates system is operative, when light is not displayed it indicates system is not operating properly in which case train dispatcher should be notified from first point of communication.

CENTRALIZED TRAFFIC CONTROL

RULE 765. Within CTC or A-PB limits where main track hand operated switches are not equipped with electric or mechanical switch locks and maximum speed is in excess of 20 MPH, trains and engines using such switches must occupy main track continuously or leave main track switch open while work is being performed. Such tracks must not be used by trains or engines for meeting or passing of trains.

RULE 765-A. The first sentence is amended to read as follows: When track is obstructed or impassable or before Maintenance of Way and Structures employes obstruct track or in any way render track impassable between stations, foreman will obtain work limits and clock time limit between opposing absolute signals from train dispatcher unless protected by Form Y train order.

RULE 776. Trains authorized by train dispatcher to pass absolute signal displaying stop indication and to proceed at restricted speed under provisions of this rule, may resume normal speed after rear of train passes next block signal displaying green aspect.

GENERAL REGULATIONS

RULE 808. In case of grade crossing accident, it is permissible for crew members on request of law enforcement officers to furnish their names, occupations and addresses, identification of train; confirmation that whistle, bell and headlight or headlights were operating; and direction of vehicle. Signed statements are not to be given. Should police officers desire any additional information, they should be courteously referred to Claims Department representative.

RULE 824. At terminals where Special Instructions require application of hand brakes on freight trains, outgoing crews may release surplus hand brakes but must know that the required number of hand brakes are not released until road engine is coupled and brake system charged.

RULE 827. Back-up movements must not be made for purpose of making inspection. When necessary to make back-up movement under other conditions, extreme care must be exercised to be sure all brakes are released and minimum necessary power used in starting and shoving train.

When setting out cars with hot boxes, packing must be removed from box, fire extinguished and packing left in safe location. Avoid leaving cars near wooden structures. If evidence of fire on car, responsible employe, using member of train crew if necessary, should be left in charge, with fire extinguisher or other fire-fighting material.

RULE 829. If hot bearing, brakes sticking, wheels sliding, dragging equipment, insecure lading, or any other dangerous condition is detected or crew notified of such condition, train must stop, have inspection made by crew, and condition corrected, if possible, or other action taken to insure safety.

RULE 846. When making moves with a car or cars on main track within yard limits, a trainman must be stationed on rear car while in motion, when practicable.

RULE 880. Competent firemen may be provided with a card, Form S-2209, issued by Road Foreman of Engines, permitting them to handle engines in presence and under direction of engineer, responsibility remaining with engineer, as follows:

1. In yard service not to exceed two hours in any eight hour shift, after fireman has had at least one year's experience.
2. In road freight service after fireman has had two years actual service and at least one year in road service.
3. Firemen, regardless of experience, shall not be permitted to operate engines handling occupied passenger and outfit equipment.

AIR BRAKE RULES

RULE 2. When temperature is 32 degrees above zero or less, air brake system on locomotive must be blown out before coupling to train, as follows:

Place automatic brake valve handle in running position, then open angle cock at rear of locomotive, move brake valve handle suddenly to release position, causing heavy flow of air throughout the brake pipe, which should blow out any condensation that may have accumulated in the brake system.

Before road test is made on any freight train after locomotive has been coupled thereto, blow out air brake pipe hoses on head end of train as follows:

After making brake pipe reduction, close angle cocks between second and third cars, uncouple air hose; close angle cocks between first car and locomotive, uncouple air hose; then recouple hoses and reopen all angle cocks. During this test engineer must drain condensation from drain cocks on air compressor intercooler and aftercooler, main reservoir, control reservoir, dirt collectors, air filters, and strainers on lead unit.

RULE 2-C. Enginemen must assure themselves that safety control valve (deadman control) is fully cut in when handling cars with brakes cut in.

RULE 3. Standard brake pipe pressure for freight and mixed trains is 90 lbs.

RULE 11. Cars equipped with brake cylinder release valve may have one or two operating release rods. Operating rods connected to brake cylinder release valve may be identified by stencil reading "Br. Cyl. Rel.", or by a diamond shaped stencil or by noting that ends of release rod form a small closed circle. Air brakes can be released on cars equipped with brake cylinder release valve by a hard momentary pull on release rod after brake pipe pressure has been depleted.

RULE 23. The following series of cars are equipped with AB brake system which has automatic changeover feature to provide proper brake function when car is loaded and when empty:

SP 345000 - 345669	Gondolas
SP 463500 - 463999	Hoppers (open top)
SP 467500 - 467549	Hoppers (open top)
SP 491000 - 491059	Hoppers (covered)
SP 492000 - 492039	Hoppers (covered)
SP 500604	Flat Car

Before leaving a station where such cars have been added to the consist, engineer must actuate the automatic changeover feature by reducing brake pipe pressure to below 20 pounds whether cars are loaded or empty.

RULE 24-B. HEARNE, CORSICANA AND AUSTIN: When crew is changed but train consist remains intact, incoming engineer after completing stop will make a full service brake application leaving brakes applied. Outgoing engineer will release brakes and proceed without making prescribed test.

RULE 33. When gross tonnage of freight trains handling cars with single capacity brakes exceeds 80 tons per operative brake, maximum speed of trains must not exceed 45 MPH.

When gross tonnage exceeds 85 tons per operative brake, maximum speed must not exceed 25 MPH on descending grades of 1.2% to 1.5% where such descent exceeds one mile. Locations where such restrictions will apply follow:

Fort Worth Branch: Westward, MP 47; Eastward, MP 50.
Llano Branch: Eastward, MP 55.97; Westward, MP 57.45.

MISCELLANEOUS

When trains or engines meet or pass in vicinity of public crossings at grade, they must take such additional measures as may be necessary to know that every reasonable effort is made to avoid vehicular accidents.

Cars with gross weight in excess of that shown below must not be handled between stations listed:

Between	Maximum Load Limits
Flatonia and Hearne	300,000
Yoakum and Flatonia	263,000
T&P Junction and Houston	300,000
Sherman and T&P Junction	263,000
Denison and Sherman	300,000
Brenham and Austin	270,000
Austin and Stolz, MP 90.5 (Llano Br.)	261,000
MP 90.5 Stolz and Llano	210,000
Fairland and Marble Falls	251,000
Waco and Cameron	251,000
Bonita Junction and Stryker Creek	281,000
Stryker Creek and Briggs	251,000
Commerce and Paris	251,000
Garrett and Ft. Worth	263,000

SPEED RESTRICTIONS FOR ENGINES AND TABLE OF COMPARISON: Maximum speed shown in the table on page 5 is subject to further restrictions applicable to certain territories as shown in SPEED RESTRICTIONS FOR TRAINS AND TONNAGE RATING TABLES. Engines are being reclassified and renumbered, to extent shown in table. The table also indicates the relationship of old number series and nominal classifications to revised numbers and classifications. Table is to be used to resolve applicability of references to engines with current instructions, restrictions and authorities.

New nominal classifications are descriptive of the engines as follows:

1st letter	Builder: A—Alco; B—BLH; E—EMD; F—Fairbanks-Morse; G — G.E.; K — Krauss-Maffei.
2nd letter	Type of service: F—Freight, P—Passenger, S—Switcher.
1st number	Number of axles.
2nd and 3rd numbers	Horsepower (100).
Last letter	Style of unit: A—Car body type with control cab. B—No control cab. No letter indicates road switcher type.

OLD NOMINAL CLASS	New Nominal Class	OLD ENGINE NUMBER SERIES	New Engine Number Series	Maximum Speed
DP-6, 8-11	AP620A	6011, 6015, 6020-6045	(Same)	#75
DP-4	EP620A	6000-6004, 6017	(Same)	#75
DP-7	EP623A	6018	(Same)	#75
DP-12	EP624A	6046-6054	(Same)	#75
DP-6	AP620B	5921, 5924	(Same)	75
DP-3, 4	EP620B	5900-5917	(Same)	75
DF-500, 501	FP624	4800-4815	3020-3035	##70
DS-201, 204, 205	GS404	3, 4, 1652	(Same)	35
DS-1, 4, 5	ES406	1000-1016	(Same)	45
DS-8	AS407	1023-1032	(Same)	60
DS-600, 602-604	ES408	4600-4623, 12-16	1100-1128	##65
DS-601	ES408B	4700-4703	1150-1153	65
DS-605, 606	ES409	4624-4633	1170-1179	##65
DS-9-12	AS409	1033-1090	1200-1257	60
DS-607	AS409	4634-4645	1270-1281	##60
DS-100, 104-105, 111, 115, 119	AS410	32-71, 89-104, 1300, 1330-1370, 1386-1392, 1426-1440, 1464-1485, 1514-1528, 1551-1567	1700-1845	60
DS-103, 106-108	BS410	1327, 1372-1382, 1393-1402, SSW1022-1027	SSW1850-1854; 1855-1869	60
DS-101	ES410	1310-1319	1904-1913	60
DS-109	ES410	72-88, 1403-1425, SSW1050-1053	SSW1900-1903; 1914-1953	65
DS-110, 112, 114, 118	BS412	105-107, 121-122, 1442-1463, 1492-1513, 1539-1550	2100-2157	60
DS-123-126, 400-402	ES412	108-118, 123-127, 1597-1623, SSW1054-1073	SSW2200-2207, SSW2250-2261; 2208-2223, 2262-2293	##65
DS-113, 117, 120-122	FS412	1486-1491, 1529-1538, 1568-1596	2350-2394	##60
DS-500-506	GS407	5100-5120	(Same)	##55
DF-1-13, 15	EF415A	351-379, 6138-6470, SSW925-975 odd nos. only, except:	(Same)	#70
	EP415A	with 61:16 gear ratio trucks		#75
		with 60:17 gear ratio trucks		#75
DF-1-13, 15	EF415B	535-551, 8022-8303, SSW926-958 even nos. only, except:	(Same)	70
	EP415B	with 61:16 gear ratio trucks		75
		with 60:17 gear ratio trucks		75
DF-14	EF418A	600-637	(Same)	#70
DF-14	EF418B	700-725	(Same)	70
DF-627	EF415	SSW304	(Same)	##70
DF-100	BS615	5200-5202	(Same)	##65
DF-101-107, 300-301	BS615	187-190, 5205-5222, 5224-5226, 5243, 5245	(Same)	##35*
DF-105	BS615B	4900	(Same)	35
DF-114, 117	ES615	5279-5293, 5309-5315, except:	2700-2714, 2716-2722	##65
		with 65:12 gear ratio trucks		##55
DF-116, 118	ES615	5308, 5316-5335	2715, 2723-2742	##70
DF-104	BS616	177-184, 5223, 5228-5278	(Same)	##35
DF-110, 111	BS616B	4901-4905	(Same)	35
DF-628-631	AS416	SSW308-314, SSW350-360	SSW2800-2816	##65
DF-115, 119, 123, 126	AS616	155-176, 185-186, 5448, 5494-5507, SSW270-272	SSW2888-2890; 2850-2887	##65
DF-120-122, 124-126	EF618	5339-5371, 5372-5444, 5449-5493	3800-3830, 3850-3966	##70
DF-600-602, 604-607, 611-612, 616	EF418	240-249, 400-458, SSW820-831, 5604-5621, 5626-5719, 5730-5844, 5872-5893, except:	3400-3640	##70
		with 60:16 gear ratio trucks	SSW3641-3652; 3653-3727	##75
DF-602-603, 606	EP418	5600-5603, 5622-5625, 5894-5895	3000-3009	##75
DF-608-610, 613-615	AS418	5720-5729, 5845-5871	2900-2936	##70
DF-127	AS618	7000-7020	2950-2970	##65
DF-618	AF420	7300-7309	4000-4009	##75
DF-617, 620	EF420	7200-7237, SSW800-819	SSW4030-4049; 4050-4087	##75
DF-621	EF423	7400-7407, SSW750-759	SSW5000-5009; 5010-5017	##75
DF-502	AF624	250-252, SSW850-859	SSW5150-5159; 5160-5162	##70
DF-623-626	EF425	7408-7484, 7700-7784, SSW760-779	SSW6500-6519; 6520-6681	##75
DF-503	EF625	4816-4844	6900-6928	##75
DF-619, 622, 624	GF425	7500-7567	6700-6767	##75
DF-504, 505	AF628	4845-4873	7100-7128	##75
	EF430C-1		7600-7607	#70
	EF630-1		8400-8478	#70
	AF630-1		7800-7814	#70
DF-800	KF636A	9000-9002, 9021-9023	9100-9105	#70
DF-801	KF636	9003-9017	9106-9120	##70
DF-802	AF640	9018-9020	9150-9152	##75
DF-700	EF850B	8400-8402	9500-9502	75
DF-701	GF850A	8500-8502	9550-9552	#75
RDC	RDC	10	(Same)	#75
Any engine not listed, except:				35

Foreign line's engine operating over Southern Pacific Company trackage will not exceed maximum speed prescribed in above table for engines of the same type.

*Except when operating on branch lines speed restricted to 30 MPH and on all lines with less than 90 lb. rail must not exceed 25 MPH.

#When on head end of train or running light and engineer is in other than leading control cab in direction of movement, must not exceed 30 MPH.

##When operated in multiple unit control on head end of train or running light and engineer is in other than lead unit in direction of movement, must not exceed 30 MPH.

DF and DP class engines when moving without cars must, when possible, be operated from cab in direction of movement, except for short direct movements.

DF-1-15 and DP class engines operated with engineer in other than lead unit in direction of movement must not exceed 20 MPH when approaching highway or street crossings at grade, subject to further restrictions imposed by local conditions.

Dead or disabled engines, and equipment listed in timetable which requires movement at reduced speed must first be reported as ready to move to Chief Train Dispatcher, who will designate train in which engine or equipment is to be moved. Any such engine must not be handled in train until train order designating maximum speed is issued.

All diesel units being towed in trains may be moved with engine shut down and, unless conditions make it desirable, such as movement of a disabled unit, a messenger will not be required. All diesel units towed in trains should have doors unlocked.

Maximum speed of trains handling engines in tow must not exceed speed for that engine.

Diesel units in tow, weighing 150,000 lbs. or more equipped with 24RL or 26L brake equipment, may be handled in any convenient location in train.

Diesel units in tow, weighing 150,000 lbs. or more equipped with either 14EL, 6DS, 6BL or 6SL brake equipment must be located not more than five cars from head end of train to assure brakes release after brake application actuated near rear of train.

Diesel units weighing less than 150,000 lbs. must be placed near rear of train.

SPEED RESTRICTIONS FOR TRAINS: Maximum speed of trains in territory shown on Page 6 is subject to further restrictions applicable to engines in train as shown in SPEED RESTRICTIONS FOR ENGINES appearing on Page 5, MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT and OTHER MAXIMUM SPEEDS appearing on Page 7 and TONNAGE RATING TABLE appearing on Pages 16 and 17 of Special Instructions for all Subdivisions, and other maximum speeds appearing in Special Instructions of each Subdivision. Speed must be further reduced as prescribed by speed signs, except as specifically authorized by Special Instructions herein, or by timetable bulletin.

All trains must run carefully during and after heavy storms, particularly when track is apt to be affected. When fog, storms, or other conditions obscure track or signals, speed of trains must be so reduced as to permit strict observance of signals and INSURE ABSOLUTE SAFETY, REGARDLESS OF TIME.

NOTE: PROTECTED CURVES—SPEED SIGNS GOVERN	PASSENGER TRAINS AND LIGHT ENGINES	FREIGHT AND MIXED
BETWEEN	**MPH**	**MPH**
Denison and North Sherman Junction	60	60
North Sherman Junction & MP 13.6 (Dallas Belt Line)	49	49
MP 13.6 (Dallas Belt Line) & T&P Jct.	60	60
T&P Jct. and Forest Ave.	55	55
Belt Junction and Eureka	60	60
Fort Worth and Garrett	49	49
Flatonia and Giddings	60	60
Giddings and Hearne	49	49
Flatonia and Yoakum	30	30
Waco and Cameron	25	25
Bonita Junction and Briggs	40	40
Commerce and Paris	20	20
AUSTIN BRANCH		
Austin and Giddings	49	49
Giddings and MP 40	40	40
MP 40 and MP 26	30	30
MP 26 and Brenham	25	25
LLANO BRANCH		
Llano and MP 90.5 (Stolz)	20	20
MP 90.5 (Stolz) and MP 85	40	40
MP 85 and MP 77	49	49
MP 77 and MP 69	40	40
MP 69 and MP 60.30	45	45
MP 60.30 and MP 57.30	40	40
MP 57.30 and MP 17.65	49	49
MP 17.65 and Austin	40	40

Between Corsicana and Hearne, freight trains may operate at 65 MPH, unless otherwise restricted, containing no restricted cars (as described on page 7 under "Maximum Speed Permitted with Certain Equipment"), and may operate at 65 MPH where speed sign authorizes 60 MPH, provided

1. Do not exceed 120 cars and 40 tons per operative brake; or,

2. When carrying 90 pound brake pipe pressure, do not exceed:

Number of Cars	Tons per Operative Brake
70	60
75	59
80	58
85	57
90	56
95	55
100	54
105	53
110	52
115	51
120	50
125	49

BSM connection handling 105 cars or less between Corsicana and Hearne may operate at 70 MPH, when tonnage per operative brake does not exceed above tabulation, unless otherwise restricted and may operate at 70 MPH where speed sign authorizes 60 MPH.

When moving against current of traffic, and movement is not protected by block signals, speed of passenger trains must not exceed 59 MPH, and speed of freight trains and light engines must not exceed 49 MPH, nor may speed exceed that applying to normal operation. Unless proceed signal received, or it is known that warning devices are operating, such trains and engines must stop approaching road crossings where automatic warning devices are installed, and may proceed after member of crew protects crossing.

SPEED RESTRICTIONS FOR OTHER THAN MAIN TRACKS:	With Caution Not Exceeding MPH
Through sidings, yard and other tracks, wyes, balloon tracks, crossovers and turnouts	15
Except:	
Through slip switches (including tangents)	10
Through turnouts on other than sidings	10
On Branches	10
T&P Junction through connection between SP and T&P main tracks	25
Tower 19, Dallas, curves on freight route between MKT Compress crossing and ATSF connection	10
Wall Street Underpass, Dallas, connection between SP and SSW	10
Old Main Track, Hearne	25
Through turnouts M. P. connection Bryan and Navasota	25

Maximum speed entering, leaving and through following sidings is:

	MPH West End	MPH East End		MPH West End	MPH East End
Angus	25	20	Bremond	25	25
Gude	20	20	Seger	25	25
Groesbeck	25	25	Bryan	15	25

SPECIAL INSTRUCTIONS—ALL SUBDIVISIONS

MAXIMUM SPEED PERMITTED WITH CERTAIN EQUIPMENT	MPH Flatonia to Hearne, Denison to Englewood.	MPH on Fort Worth Branch.	MPH on other Main Tracks
Twin or multiple loads	50#	50	25
Scale Test Cars, except	40	40	30
SP MW 2024 may operate at freight train speed for territory in which operated			
Cars with arch bar trucks	40	35	25
Pile Driver SP MW 5854	45*@	35*@	25*@
Relief outfits with steam derrick	35*	25*	20*
Locomotive cranes:			
with boom disconnected, light end forward	20*	20*	20*
with boom in place either end forward	25*	25*	25*
with boom disconnected, heavy end forward, except:	45*	25*	20*
SP MW 5858	35*	20*	20*

@Must be handled on rear of train.

#The maximum speed for twin or multiple loads between Flatonia and Giddings and between Englewood and Miller, is 60 MPH.

*On curves where authorized speed is more than 15 MPH, speed must be reduced to 5 MPH less than shown on speed signs.

Locomotive Crane Pile Drivers SP MW 4088, 5479, 5852, 5899 and SSW 96403 are to be handled in trains as locomotive cranes except they must always move with boom disconnected.

Unless specifically authorized by Superintendent, SP MW 4088, 5479, 5852, 5899 and SSW 96403 must not operate over lines having maximum load limits of less than 263,000 lbs. and must observe all restrictions applying to cars weighing more than 210,000 lbs.

Maximum speed permitted with relief outfits with relief cranes SP MW 5846, 5847, 5850, 5851, 7032 is 45 MPH on main track, Flatonia to Hearne and Hearne to Corsicana. On curves where speed is 45 MPH or less, speed must be reduced to 5 MPH less than shown on speed signs.

Jordan Spreaders or Jordan Spreader Ditchers may move forward (prepared to travel) without restriction and must not exceed 25 MPH when moving backward.

OTHER MAXIMUM SPEEDS	MPH PASSENGER TRAINS	MPH FREIGHT AND MIXED TRAINS
Trains of deadhead passenger equipment with caboose	65	—
Passenger trains with caboose	65	—
Engine and caboose only, except must not exceed speed for same engine running light	—	65
Logs loaded on flat or logging cars, except	—	25
on curves	—	20
through truss bridges and passing stations	—	15

All cars handled in passenger trains must be equipped with steel-tired or all-steel wheels. Cars not so equipped must move in freight trains, passengers if any, to move on passenger trains.

Passenger carrying cars, baggage, express and other head-end cars, unless equipped with steel center sills and steel platforms must not be handled in passenger trains except on authority of Superintendent.

When foreign steel-tired or all-steel wheel cars are picked up by passenger trains at points where no car inspectors are on duty, conductor must contact train dispatcher to determine applicable speed restriction for the movement.

Freight cars must not be handled behind occupied passenger carrying cars, except in mixed trains in military or naval movements.

Baggage, express, mail, refrigerator or other head-end cars must not be handled on rear of passenger trains.

Where mail, papers, or ice are to be dispatched from passenger trains at points where train does not stop, train will reduce speed to permit safe dispatch without hazard, and will stop at such stations for this purpose if train is moving on adjoining track between passenger train and point of exchange.

Unless otherwise authorized, trains handling passenger cars with flat spots on wheels in excess of 3¼" in length must not exceed 10 MPH. When flat spots are not in excess of 3¼" long, such cars may be operated at maximum authorized speeds.

SPECIAL INSTRUCTIONS—FLATONIA SUBDIVISION

(For movements on Flatonia Subdivision between San Antonio and Flatonia, see **San Antonio Division Special Instructions.**)

RULE 10-J. Location of speed signs not located at distance prescribed:

Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)	Speed Sign Location (Mile)	Distance from Beginning of Restriction (Mile)
EASTWARD		WESTWARD	
		120.03	1.08
		119.91	1.20

RULE 93. Yard limits are established at the following stations:

West MP		East MP
122.76	Flatonia (San Antonio-Glidden)	118.00
27.80	Flatonia (Yoakum-Hearne)	30.53
119.96	Yoakum (Yoakum-Shiner Branches)	1.41
65.92	Giddings	57.13
57.75	Giddings (Austin Branch)	55.00
4.37	Hearne	

Hearne: There is no main track between MP 118.6 and MP 120.8 Ennis Subdivision. Between these points all tracks are yard tracks.

Stop must be made at fouling point of junction switch entering Hearne yard unless junction switch is lined, route is designated and known to be clear.

Giddings (Austin Branch): There is no main track between MP 55.38 and MP 56.52. Between these points all tracks are yard tracks.

Yoakum: Main track ends at yard limit sign MP 1.41. All tracks west of this point are yard tracks.

RULE 103-A. At location indicated below a member of crew must take position at crossing to afford protection to traffic:

Giddings — Switching movements over Highway 290.

RULE 104. Normal position of rigid switches at junctions:

Flatonia — Shiner Branch, for San Antonio Line.

Hearne Junction — Ennis Subdivision, for Flatonia Line.

RULE 221. Unit for display of flashing white light installed at following location:

Station	Location	Direction
Giddings	On train-order signal	Westward

Display of flashing white light indicates operator has train orders, or clearance without orders, ready for delivery which do not restrict train at that station, and that train, provided it is not restricted by timetable or train orders previously received, may pass fouling point of switch at which an opposing train may enter siding or place where time applies if there is no siding.

RULE 286. Near Hearne, distant signal D-38 when displaying yellow aspect indicates proceed not exceeding medium speed prepared to stop short of switch point indicator west end New track MP 2.4.

RULE 516. Overlap Posts:

Winchester	Westward trains
Hearne Jct. MP 2	Westward trains

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
Hearne*	West end yard	Old main track
Hearne*	New track	Main track

*Equipped with switch point indicators.

Facing point movement must not exceed 35 MPH over these switches.

RULE 605. INTERLOCKING

Flatonia (Tower 3, SP Crossing): West switch of siding is power-operated; switch and signals controlled by operator.

Trains approaching Flatonia and finding governing interlocking signal displaying an indication permitting train to proceed on main track are authorized to proceed on main track, ahead of or against all trains to the interlocking signal at the opposite end of the siding.

RULE 680. AUTOMATIC INTERLOCKING

West Point, MKT Crossing.

Tatsie, M.P. Crossing.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Flatonia	Over track scales in Oil Mill Track.
All engines	Shiner	Over track scales in Oil Mill Track.
All engines except DS	Hearne, MP 2.4	Tracks within plant General American Transportation Corp.

Giddings: 89-ft. and longer cars must not be operated around Brenham connection.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
51.14	West of Winchester	Colorado River Bridge	Overhead & Side
52.52	West of Winchester	Bridge 52.52	Side
66.82	West of Giddings	Bridge 66.82	Side
54.94	West of Dime Box	Bridge 54.94	Side
48.09	West of Dime Box	Bridge 48.09	Side
41.84	East of Dime Box	Bridge 41.84	Side
38.43	Deanville	Bridge 38.43	Side
31.92	West of Caldwell	Bridge 31.92	Side
30.20	East of Caldwell	Bridge 30.20	Side
19.48	West of Varisco	Brazos River Bridge	Overhead & Side
17.87	East of Varisco	Bridge 17.87 (Main-Siding)	Side

SHINER BRANCH

10.95	East of Shiner	Bridge 10.95	Side
21.19	Moulton	Bridge 21.19	Side

SPEED RESTRICTIONS

15 MPH through curve connecting Ennis and Flatonia Subdivisions, Hearne Jct.

15 MPH through curve connecting Dallas Division and San Antonio Division, Flatonia.

10 MPH through Brenham connection, Giddings.

*Through corporate limits speed of trains restricted as follows:

Station	MPH
Flatonia	45
Giddings (Flatonia Subdivision)	25
Giddings (Austin Branch)	10
Hearne	35

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

RULE 10-J. LOCATION WHERE SPEED SIGNS ARE NOT USED TO AUTHORIZE AN INCREASE IN SPEED:

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
Austin Branch					
26.75	26.00	25.00	24.25	25.00	26.00
83.32	82.57	78.14	77.39	78.14	82.57
85.61	84.86	84.56	83.81	84.56	84.86
95.17	94.42	94.07	93.32	94.07	94.42
Llano Branch					
13.36	12.61	11.90	11.15	11.90	12.61
17.35	16.60	16.42	15.67	16.42	16.60
24.73	23.98	23.56	22.81	23.56	23.98
35.48	34.73	33.07	32.32	33.07	34.73
59.47	58.72	58.54	57.79	58.54	58.72
60.99	60.24	59.92	59.17	59.92	60.24

RULE 93. Yard limits are established at the following stations:

West MP		East MP
74.00	Fairland	69.41
65.00	Burnet	55.00
18.00	McNeil	15.00
4.00	Austin (Llano Branch)	
	Austin (Austin Branch)	109.50
86.50	Butler	80.50
65.92	Giddings (Flatonia Subdivision)	57.13
57.75	Giddings (Austin Branch)	55.00

Llano: Main track ends at MP 97.46. All tracks west of this point are yard tracks.

Austin: Main track ends at MP 114.7. All tracks west of this point are yard tracks.

Giddings (Austin Branch): There is no main track between MP 55.38 and MP 56.52. Between these points all tracks are yard tracks.

Austin Branch trains may use Flatonia Subdivision main track, complying with Rule 93.

Brenham: Main track ends at MP 22.5. All tracks east of this point are yard tracks.

RULE 103-A. At locations indicated below a member of crew must take position at crossing to afford protection to traffic:

Stolz, MP 90.5 — Highway 29.

Austin — Waller Street.

Giddings — All switching movements over Highway 290 must be protected by member of crew at crossing to afford protection to traffic while movement is being made.

Look out for trucks and roadway machines crossing track at MP 62.75, Gandy and MP 14.80, Llano Branch.

RULE 306. Following block signals equipped with triangular plate bearing letter "P", have included in their control limit, some special protective device. Absolute signals listed as "P-A":

Eastward Signal	Protection	Westward Signal
	Spring switch, Austin, Llano-Austin Branch Connection	P-A
P-1132	Spring switch, Jct. S.P.-MKT MP 113	

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases		Time-Release
Austin, Junction S.P.-MKT MP 113	Westward home signals	3 mins.
Austin, Llano-Austin Branch Connection	Instrument case	3 mins.
Austin, Neches St.	Eastward home signal	3 mins.

RULE 535. SPRING SWITCHES

Spring switches not equipped with facing point locks located as follows:

Location	Normal Position
Austin, Llano-Austin Branch Connection	Llano Branch
Jct. S.P.-MKT MP 113	SP main track

RULE 605. INTERLOCKING

McNeil, M.P. Crossing

Normally lined for M.P.

When on duty, train-order operator will operate interlocking.

When train-order operator not on duty member of crew may operate interlocking. Manipulation chart posted in interlocking station.

Signals must be restored to normal position after use.

RULE 680. AUTOMATIC INTERLOCKING

Elgin, MKT Crossing.

Brenham, GC&SF Crossing.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letters	On Signal	Approaching	Authorizes and Requires Movement as Follows
X	D-20	Austin on Llano Branch	Indicates that track between MP 114.2 and MP 113.5 is unoccupied.

RULE 740. ABSOLUTE-PERMISSIVE BLOCK

Austin.

Limits extend between:

Eastward absolute signal MP 114.7, Austin, and Westward absolute signals at fouling points at Junction on SP and MKT main tracks at MP 113.

Train or engine may enter main track where a block indicator is located, if indicator indicates block clear. To enter main track where no block indicator is located or where indicator indicates block occupied, entry to main track must be protected as provided in Rule 513 and movement made as prescribed by Rule 744.

Other than provided in Rule 744, when engineer of a train is informed by member of yard crew, that yard crew is providing protection by flagman for movement, train, after stopping, may pass an absolute signal displaying stop indication and proceed at restricted speed, under flag protection furnished.

MISCELLANEOUS

Engines listed must not operate on tracks shown below:

Class of Engine	Station	Restricted Track
All engines	Snead Spur	Beyond restriction signs.
All engines	Granite Mountain	Beyond restriction signs.

Elgin: Scale track serving Elgin Cotton Oil Company may be used only for weighing cars.

Giddings: 89-ft. and longer cars must not be operated around Brenham line connection.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
	LLANO BRANCH		
98.60	Llano	Bridge 98.60	Side
97.65	East of Llano	Rock Cut	Side
94.90	East of Llano	Rock Cut	Side
94.18	East of Llano	Bridge 94.18	Overhead & Side
93.90	East of Llano	Rock Cut	Side
92.70	East of Llano	Bridge 92.70	Overhead & Side
91.36	East of Llano	Bridge 91.36	Overhead & Side
89.31	East of Llano	Bridge 89.31	Overhead & Side
85.74	East of Stolz	Bridge 85.74	Overhead & Side
84.77	East of Stolz	Bridge 84.77	Overhead & Side
83.91	East of Stolz	Bridge 83.91	Overhead & Side
67.70	West of Sudduth	Rock Cut	Side
64.50	East of Sudduth	Rock Cut	Side
64.25	East of Sudduth	Rock Cut	Side
62.72	West of Burnet	Rock Cut	Side
0.81	Burnet	Rock Cut	Side
57.93	East of Burnet	Rock Cut	Side
34.18	West of Leander	Rock Cut	Side
	MARBLE FALLS BRANCH		
5.99	Marble Falls	Bridge 5.99	Side
	AUSTIN BRANCH		
109.41	East of Austin	Bridge 109.41	Overhead & Side
67.94	West of Hills	Bridge 67.94	Side
27.76	West of Brenham	Bridge 27.76	Side

SPEED RESTRICTIONS

"With Caution" between MP 77.33 and MP 77.50, Llano Branch, expecting to find large rock on track.

20 MPH between interlocking signals M.P. crossing, McNeil.

20 MPH between interlocking signals MKT crossing, Elgin.

20 MPH between interlocking signals AT&SF crossing, Brenham.

10 MPH through Brenham connection, Giddings.

*Through corporate limits speed of trains restricted as follows:

Station	MPH
AUSTIN BRANCH	
Austin:	
Congress Ave. to East Ave.	10
East Ave. to Canadian St.	15
Canadian St. to Springdale Road	25
Springdale Road to City Limits	50
Elgin	20
Giddings (Flatonia Subdivision)	25
Giddings (Austin Branch)	10
Brenham	25
LLANO BRANCH	
Austin:	
Canadian Street to Anderson Lane	25
Anderson Lane to North City Limits	50

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

SPECIAL INSTRUCTIONS—ENNIS SUBDIVISION

(For movement within yard limits Houston, also see **Special Instructions, Houston Terminals, Houston Division**)

(For movements between Bonita Jct. and Nacogdoches see **Special Instructions, Lufkin Subdivision, Houston Division**)

RULE 10-J. LOCATIONS WHERE SPEED SIGNS ARE NOT USED TO AUTHORIZE AN INCREASE IN SPEED.

Fort Worth Branch

EASTWARD			WESTWARD		
Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)	Speed Sign Location (Mile)	Beginning of Restriction (Mile)	End of Restriction (Mile)
27.36	26.61	20.54	19.79	20.54	26.61
49.72	48.97	47.54	46.79	47.54	48.97

Jacksonville Branch

311.06	310.29	309.37	308.62	309.37	310.29

RULE 93. Yard limits are established at the following stations:

West MP		East MP
	Denison	335.19
332.00	Sherman	326.94
297.01	McKinney	295.77
283.00	Plano	281.00
273.61	Miller (Ennis Line)	257.11
	Miller (Jacksonville Branch)	313.93
233.26	Ennis	229.74
213.00	Corsicana	208.43
122.05	Hearne	117.90
4.37	Hearne (Flatonia Line)	
103.00	Bryan	93.00
73.00	Navasota	68.00
10.00	Houston	
245.00	Athens	240.66
203.43	Jacksonville	199.71
136.84	Nacogdoches (Lufkin Subdivision)	139.57
	Fort Worth	49.43
166.02	Waco (Cameron Branch)	

Plano: Main track within yard limits will be used jointly by trains and engines of SP and SSW under provisions of Rule 93.

Paris: Main track ends at MP 123.00. All tracks east of this point are yard tracks.

Jacksonville: There is no main track between MP 201.75 (west switch of yard) and MP 200.70. Between these points all tracks are yard tracks.

Fort Worth: Main track ends at MP 51.30. All tracks west of this point are yard tracks.

Following will govern movements on CRIP main tracks between 17th Street and North Fort Worth Interlocking Tower, Fort Worth Yard:

(a) Between 17th Street and Trinity River, Fort Worth yard limits, two main tracks are in service signalled for movements only with current of traffic.

(b) At 6th Street Jct. and Purina Jct. there are Interlockings; signals and remote controlled switches handled by CRIP dispatcher.

(c) Second class, extra trains and yard engines may run ahead of first-class trains between 17th Street and North Fort Worth Interlocking Tower without train order authority, but will not occupy main tracks within these limits when it is known a first class train will be delayed.

(d) All trains and yard engines will move with the current of traffic, except may move against current of traffic between 6th Street Jct. and Trinity River upon verbal permission of Rock Island train dispatcher or Rock Island yardmaster.

(e) While using CRIP main tracks between 17th Street and Trinity River, a member of yard crew must ride rear car of cut while moving, and in event stop is made must go back a sufficient distance to rear of cut to stop a following train or engine moving at restricted speed. At night, or during obscured weather, yard crew must secure a white light and member of crew riding rear car of cut must have such white light burning and displayed to rear of cut, and in event stop is made, such light must be used to give stop signals to a following train or engine.

(f) When making deliveries to CRIP—if clear signal is displayed, proceed on northward main track. If stop signal displayed, identify yourself to CRIP dispatcher, but do not "butt in" on dispatcher if transmitting a train order; after you have identified yourself to dispatcher, he will either display a proceed signal for movement on northward main track, or line crossover switches for movement on southward main track. A signal indication to crossover does not modify requirements of paragraph (d) to have verbal permission to move against current of traffic.

(g) When necessary to go beyond end of two main tracks, Trinity River, trains and engines receiving clear signal per Rule 281 may proceed without flag protection. If northward governing signal at end of two main tracks indicates stop per Rule 291 or Approach Rule 285, single main track must not be obstructed without permission from train dispatcher and under flag protection when required.

Following will govern movements on T&P tracks, Fort Worth Yard:

(a) Between MP 251.2 (west end Lancaster Yard) and MP 243.9 (East end East Yard), directions eastward and westward.

(b) Between Fort Worth interlocking, MP 245.6 and Peach Street, MP 243.2, directions northward and southward.

Trains and engines will move with current of traffic using right hand track in direction of movement, except movements may be made in either direction or on either track between Fort Worth Interlocking, MP 245.6, and east end East Yard, MP 243.9, when authorized by a proceed indication of a block or interlocking signal.

Except as provided in paragraph 2, movements of trains and engines against current of traffic must not be made except as follows:

(a) When authorized by train order.

(b) When movement is protected as prescribed by Rule 99.

Your attention is called to Uniform Code of Operating Rules, Rule 104, which requires that trains and engines remain in clear of all other tracks until switches are lined for their movement, and in making crossover movements, switches at each end of crossover must be lined before movement is started, and crossover must be completed before switches are restored to normal position.

Before lining a hand-operated switch, train and yardmen must see that there is no train or engine approaching on conflicting route, and when lining a hand-operated switch to enter a main track, or cross from one main track to another where there is no block signal or block indication to govern movement, the train or engine must not foul the main track or crossover until after three minutes after switch has been lined.

Ennis: There is no main track between MP 230.94 and MP 232.70. Between these points all tracks are yard tracks.

Hearne: There is no main track between MP 118.6 and MP 120.8. Between these points all tracks are yard tracks.

Commerce: There is no main track between MP 88.00 and switch at SSW connection. Between these points all tracks are yard tracks.

Cameron: Main track ends at MP 119.68. All tracks West of this point are yard tracks.

RULE 98. RAILROAD CROSSINGS AT GRADE NOT INTERLOCKED

Sherman. Gate protecting crossing of SSW and SLSF must, when crossing is not in use, be left across SSW main track. Trains or engines should not occupy crossing when a train or engine is approaching on intersecting track.

East Dallas: ATSF crossing on industrial lead track of SP and main track and switching lead of ATSF. Protected by gate and lights, normal position is for ATSF. Movements approaching crossing must be made with caution. SP movements must stop, set gate against ATSF movements, after observing that movement is not approaching on ATSF. When movement is completed over crossing gate must immediately be restored to normal position.

MP 123.5 Paris: #T&P crossing protected by gate. Gate may be left lined against T&P after use.

MP 123.6 Paris: #SLSF crossing protected by gate. Normal position for SP.

#Movements approaching these crossings must not exceed 6 MPH until crossings covered.

RULE 103-A. At locations indicated below a member of crew must take position at crossing to afford protection to traffic:

Fort Worth—Broadway Street.

Waxahachie—Highway 287.

KEY CONTROL BOXES: Where "Key Control Boxes" are provided for manual starting of automatic crossing warning devices, they may be operated by inserting switch key and turning SLOWLY one complete turn to right.

Key Control Boxes are provided at following locations:

Cherry Street—Sherman

Jones Street—Sherman

7th Street—Corsicana

Palestine Street—Mexia

Austin Street—Hempstead

Sherman: Automatic warning signals, Lamar, King, Jones, Houston and Pecan Streets, will not operate for yard track movements until leading wheels have passed insulated joints immediately each side of crossing.

Before movement on yard track over these crossings is made, member of the crew must take position at crossing to protect movement unless warning signals are operating.

MP 285.06. Movements must not be made over Highway 5 crossing west of Plano, MP 285.06, between 4:00 PM and 6:00 PM.

RULE 104. Normal position of rigid switches at junctions:

Denison	SLSF Ry.	For SLSF Ry.
Plano	SSW	SP Main track.
Bonita Junction	Lufkin Subdiv.	For Lufkin Subdiv.
Hearne Junction	Flatonia Subdiv.	For Flatonia Subdiv.

RULE 306: Following block signals equipped with triangular plate bearing letter "P" have included in their control limit, some special protective device. Absolute signal listed "P-A":

Eastward Signal	Protection	Westward Signal
	Spring switch, Junction SLSF Ry., Frisco Jct.	P-A
	Spring Switch east end siding, Miller	P-2581
	Spring switch east end siding, Corsicana	P-2089
P-2044	Spring switches, Angus	P-2027
P-1874	Spring Switches, Gude	P-1861
P-1710	Spring switches, Groesbeck	P-1695
	Spring switch east end siding, Hempstead	P-505

RULE 505. AUTOMATIC BLOCK SIGNAL SYSTEM

Location of Key-Releases		Time-Release
Miller	East end siding	3 mins.
Corsicana	East end siding	3 mins.
Angus	West and east end siding	3 mins.
Gude	West and east end siding	3 mins.
Groesbeck	West and east end siding	3 mins.

Sign reading "Approach Circuit" located 200 feet west of Signal 2086 on south side of siding Corsicana, governs eastward trains on siding, trains must not pass this sign or open switch within approach circuit until opposing train has entered the block.

RULE 535. SPRING SWITCHES

Spring switches equipped with facing point locks located as follows:

Location		Normal Position
Corsicana	East end siding	Main Track
Angus	West and east end siding	Main Track
Gude	West and east end siding	Main Track
Groesbeck	West and east end siding	Main Track

Spring switches not equipped with facing point locks located as follows:

Location		Normal Position
Frisco Jct.	SLSF Ry.	For S.P. main track
Miller	East end siding	Main Track
Ennis*	West end yard	West lead
Ennis*	East end yard	Old main track
Corsicana	Siding—Shed track	Siding
Hearne*	West end yard	Old main track
Hearne*	New track	Main track
Hempstead	East end siding	Main track

*Equipped with switch point indicators.

Facing point movement not exceed 35 MPH over these switches.

RULE 605. INTERLOCKING

Sherman Tower 16

T&P Junction Tower 119, T&P Crossing

Dallas Tower 19, AT&SF Crossing

Two unit light type interlocking signal, located on signal bridge 610 feet west of Forest Ave., governing eastward movements from Union Depot is SP diverging route.

Between Tower 19 and Tower 10 Freight Route

AT&SF and SP tracks, Dallas, between SP connection, Tower 19, and SP connection, Tower 10, are signalled for movements in either direction. Movements will be governed by signal indication. Light type signals and power-operated switches are controlled from Tower 19. Signal aspect, name and indication are as follows:

Aspect	Name	Indication
Green	Clear	Proceed. (See AT&SF and SP Rule 281).
Yellow	Approach	Proceed prepared to stop at next signal. (See AT&SF and SP Rule 285).
Red over Yellow	Restricting	Proceed at restricted speed prepared to enter diverging route. (See AT&SF Rule 290 and SP Rule 288).
Red	Stop	Stop. (See AT&SF Rule 292 and SP Rule 290).

(1) There is no superiority of trains on these tracks. Trains and engines must proceed prepared to stop short of train, obstruction or switch not properly lined, but not exceeding twenty (20) MPH. Tracks may be used not protecting against regular and extra trains and engines.

(2) Movements through turnouts, crossovers, and curves on these tracks must not exceed fifteen (15) MPH.

(3) When signal does not display desired indication and cause is not apparent, member of crew will communicate with control station.

(4) When train or engine is stopped by stop signal and cause is not apparent, member of crew will communicate with control station and will be governed by instructions. Telephones are conveniently located near each signal. If authorized to proceed, member of crew, before movement is made over them, must examine all switches and derails to next governing signal and flag over railroad crossings. If instructed to place dual control switches in hand operation and proceed, crew will be governed by instructions found in telephone box.

(5) Except as provided above, the Operating Rules and Regulations of each Company, for its respective employes, will govern.

Interlocking 10 AT&SF Crossing on yard track east of Dallas Yard:

Signals controlled by operator, Tower 19.

Tower 55 T&P Crossing Fort Worth

Fort Worth AT&SF Connection

Interlocking signal governing westward movements MP 51.26 and interlocking signal governing eastward movements MP 51.30.

Signals and dual control switches controlled and operated by AT&SF train dispatcher, Fort Worth.

Hand-throw switch equipped with electric lock located at connection from SP yard to AT&SF main track.

Waxahachie Compress track crossing with B-RI main track

No operator on duty. Normally lined for B-RI.

B-RI siding, which crosses SP compress track at this location, is not protected by interlocking.

Hayes derails located on SP compress track on each side of B-RI crossing, normally set against movements approaching crossing. These derails are operated by ground-throw switch located near crossing.

SP movements not governed by interlocking signals but by STOP signs located in advance of each derail on each side of crossing, and SP train or engine movements will stop clear of STOP signs, following which a member of crew will proceed to crossing and if no train or engine movements are seen to be approaching from either direction on B-RI main track or siding will unlock box located on post, read and be governed by instructions posted therein governing operation of interlocking. Signals and derails must be restored to normal position after use.

Corsicana SSW Crossing

Springfield Tower 63, B-RI Crossing

No operator on duty. Normally lined for SP.

Hearne M.P. Crossing

RULE 680. AUTOMATIC INTERLOCKING

Denison. Two MKT Crossings.

After proceed indication received and movement does not pass governing interlocking signal within 12 minutes, signal will then display STOP indication.

Push buttons which do not actuate MKT signals are located on masts of home interlocking signals to clear signals for reverse movements or to clear signals after 12 minutes time has expired.

Time release push buttons adjacent to MKT crossings may be used as prescribed by RULE 681. If signals do not clear after operation of push button, movements may be made after complying with RULE 663(c).

Flashing white light may be displayed near most westerly MKT crossing when intersecting or opposing movements are approaching. Display or non-display of flashing white light confers no authority for movement of trains or engines.

On Richardson Industrial District lead track, MP 277.90, AT&SF crossing.

Plano, SSW crossing.

Bryan, Tower 36, M.P. crossing.

Navasota, Tower 41, AT&SF crossing.

Athens, SSW crossing.

Fort Worth, Tower 53 MKT crossing.

Midlothian, AT&SF crossing MP 23.1.

Waxahachie, Tower 67 MKT crossing.

Waco, MKT crossing MP 170.6.

RULE 705. LETTER TYPE INDICATORS

Indicators located as follows:

Illum. Letter	On Signal	Approaching	Authorizes and Requires Movement as Follows
M	2581	Miller	Proceed on main track to absolute signal west end siding.
S	2581	Miller	Enter siding.
M	2108	Corsicana	Proceed on main track to home signal S.S.W. crossing.
S	2108	Corsicana	Enter siding.
M	2089	Corsicana	Proceed on main track to home signal S.S.W. crossing.
S	2089	Corsicana	Enter siding.
H	2075	Corsicana	Stop at hot bearing panel located at MP 210 and be governed by instructions on page 3 under Rule 705.
W	2043 2045	Angus	Wait until letter "W" is extinguished or permission is obtained from train dispatcher.

RULE 760. CENTRALIZED TRAFFIC CONTROL

Denison and Sherman

Limits extend between:

Eastward absolute signal at MP 337.4, Denison and

Westward absolute signal at MP 329.1, Sherman.

Signals controlled by operator, Sherman, acting upon authority of train dispatcher.

Junction switch North Sherman Junction is dual control, equipped with crank.

When authorized by absolute signal indication, trains and engines may enter CTC at Denison without stopping to ascertain what instructions relating to track conditions are in effect, as prescribed by Rule 781.

Operator must not clear absolute signal for movement into CTC until permission from train dispatcher has been obtained and engineer informed of instructions relating to track conditions, if any.

Light signals without identification plates which can display yellow aspect only, are located as follows:

Eastward signal MP 337.6, Denison.

Eastward signal just east of main street crossing on SLSF track, Denison.

Westward signal MP 328.1, Sherman.

To avoid blocking street crossings, trains that are to enter CTC should not pass these signals unless yellow light is displayed, except when it is known movement into CTC will be authorized.

Frisco Jct. and South Sherman Jct.

Limits extend between Eastward absolute signals fouling point S.P. and SLSF main tracks, Frisco Jct., and Westward absolute signals fouling points S.P. and SLSF main tracks, South Sherman Jct.

Signals controlled by operator, Sherman, acting upon authority of train dispatcher.

Junction switch South Sherman Jct., is dual control, equipped with selector lever.

Junction switch Frisco Jct. is spring switch normal position S.P. main track. When absolute signals governing westward movements at South Sherman Jct. display stop indication train will be governed by Rule 776 and in addition must comply with Rules 306 and 535 at Frisco Jct.

When authorized by absolute signal indication, a train from SLSF Ry. Co. may enter main track at Frisco Jct. or South Sherman Jct., without stopping to ascertain what instructions relating to track conditions are in effect as prescribed by Rule 781.

Operator must not clear signals for a movement from SLSF Ry Co. at Frisco Jct. or South Sherman Jct., until permission from train dispatcher has been obtained and engineer informed of instructions relating to track conditions, if any.

T&P Junction and West End Drill Track, Miller

Limits extend between:

Eastward absolute signal at MP 4.8 (T&P Junction) and

Westward absolute signal at MP 260.0 (west end drill track), Miller and

On both routes at Belt Junction to east end double track.

Power operated switches within these limits cannot be hand operated.

Signals controlled by operator, Belt Junction, acting upon authority of train dispatcher, except eastward absolute signal T&P Junction and junction switch and signals at Briggs are handled by operator, T&P Junction who must obtain authority for each movement from operator, Belt Junction, before signals are cleared.

Eastward trains approaching Miller and finding governing absolute signal displaying an indication permitting train to proceed on main track are authorized to proceed on main track to fouling point east end siding.

Restrictions that may be imposed by automatic block signals must be complied with.

Switch to Industry track MP 4.2, near Briggs hand operated. To enter main track, permission must first be obtained from operator, then if block indicator indicates "block clear" switch may be lined. When switch is lined, absolute signal at fouling point should display proceed.

Garrett and Ennis

Limits extend between:

Eastward absolute signals at fouling points Ennis Line and Fort Worth Branch at Garrett, and

Westward absolute signals located on main track MP 232.7 west end Yard, Ennis.

Signals controlled by operator, Ennis, acting upon authority of train dispatcher.

Junction switch Garrett is dual control, equipped with crank.

When westward trains do not leave yard, Ennis, in their turn as ordered, operator must be notified.

Bremond and Hearne

Limits extend between Eastward absolute signal west end siding Bremond and westward absolute signal west end interlocking limits, Hearne.

Dual control switches equipped with selector lever and hand-throw lever located:

Both switches sidings Bremond and Seger.

Bryan and Navasota

Limits extend between Eastward absolute signals M.P. Connection, Bryan and Westward absolute signals M.P. Connection, Navasota.

Dual control switches equipped with selector lever and hand throw lever located:
M.P. Connections Bryan and Navasota
Both switches siding Bryan

Electric switch locks located both ends siding Millican and M.P. transfer switch, Navasota.

When interlocking signal located 8 feet west of west switch to siding Navasota governing westward movements on main track displays stop indication trains must not pass fouling point of siding to comply with Rule 681 until permission is obtained from Train Dispatcher.

Movements to enter main track at west end siding Navasota, after complying with Rule 513, may line switch and then be governed by signal indication displayed in interlocking signal governing westward movements located 8 feet west of west switch to siding.

Unless signal 1014 approaching Bryan displays proceed (Rule 281) eastward trains with more than 40 cars will stop and communicate with Train Dispatcher before proceeding to avoid blocking crossings between this signal and beginning of CTC.

When signal 699 approaching Navasota displays yellow aspect, westward trains will stop and communicate with Train Dispatcher, before proceeding to avoid blocking crossings between this signal and beginning of CTC.

M.P. trains that have secured clearance at Valley Jct. or Belt Jct. (Houston) may enter CTC at Bryan or Navasota without stopping to ascertain what instructions are in effect relating to track conditions as prescribed by Rule 781 when authorized by signal indication. Other M.P. trains must stop and ascertain from Train Dispatcher regardless of signal indication what instructions are in effect relating to track conditions before entering CTC at Bryan or Navasota.

GENERAL REGULATIONS

RULE 812. Employes operating into or out of Union Terminal, Dallas, will operate in accordance with Union Terminal Company rules.

RULE 825. When trains or cars are left on any track, trainmen or yardmen will set sufficient hand brakes to hold cars. The required number of brakes must be set, as follows:

Sherman—Frisco Yard not less than three brakes must be set before engine is detached.

Fort Worth—Tracks 1, 2, 3, 4, old Main and Lead—Not less than seven brakes on west end of cars east of Broadway Street.

Tracks 6 through 18, Inc.—Not less than two brakes on west end of cars east of Broadway Street.

Jacksonville—Not less than two brakes in Jacksonville yard.

MISCELLANEOUS

Curtis, MP 275.4. Cars must not be left between derails on National Cylinder Gas spur.

Engines must not operate on tracks shown below:

Sherman	Over track scales Quaker Oats Company.
Van Alstyne	Over track scales Van Alstyne Cotton Oil Mill.
McKinney	Over track scales Burrus Feed Mill Company.
Ennis	Over track scales Planters Oil Company.
Hearne	Over unloading pit Harvest Queen Grain Co.
Finger Furniture Company Spur MP 47.3 (Fort Worth Branch)	Derail located 350 feet from end of spur. Cars must not be left on spur track between derail and run-around track.

LOCATION OF OVERHEAD AND SIDE STRUCTURES NOT STANDARD CLEARANCE ON MAIN TRACK AND SIDINGS

MP	LOCATION		DESCRIPTION
336.99	East of Denison	Bridge 336.99	Side
326.28	East of Sherman	Bridge 326.28	Overhead & Side
323.83	East of Sherman	Bridge 323.83	Overhead & Side
299.00	West of McKinney	Bridge 299.00	Overhead & Side
297.13	West of McKinney	Bridge 297.13	Side
294.18	East of McKinney	Bridge 294.18	Overhead & Side
292.27	East of McKinney	Bridge 292.27	Side
289.55	East of McKinney	Bridge 289.55	Side
286.29	West of Plano	Bridge 286.29	Overhead & Side
273.80	West of T&P Jct.	Bridge 273.80	Side
273.31	West of T&P Jct.	Bridge 273.31	Overhead & Side
12.87	West of T&P Jct.	Bridge 12.87	Side
12.17	West of T&P Jct.	Highway Overpass	Overhead
11.64	West of T&P Jct.	Bridge 11.64	Side
9.37	West of T&P Jct.	Highway Overpass	Overhead
8.54	West of T&P Jct.	Bridge 8.54	Side
7.43	West of T&P Jct.	Bridge 7.43	Side
6.13	West of T&P Jct.	Bridge 6.13	Side
5.49	West of T&P Jct.	Bridge 5.49	Side
5.31	West of T&P Jct.	Bridge 5.31	Side
1.74	West of Belt Jct.	Signal bridge	Overhead
1.25	West of Belt Jct.	Signal bridge	Overhead
0.60	East of Forest Ave.	Signal bridge	Overhead
264.90	Dallas	Depot umbrella shed	Overhead & Side
260.18	West of Miller	Bridge 260.18	Overhead & Side
258.28	Miller	Bridge 258.28	Side
240.65	West of Palmer	Bridge 240.65	Overhead & Side
216.46	East of Rice	Bridge 216.46	Side
215.39	West of Corsicana	Bridge 215.39	Overhead & Side
213.94	West of Corsicana	Bridge 213.94	Side
212.30	West of Corsicana	Highway Overpass	Overhead & Side
211.09	West of Corsicana	Bridge 211.09	Side
210.85	West of Corsicana	Bridge 210.85	Side
210.24	Corsicana	Train Shed	Side
209.72	East of Corsicana	Bridge 209.72	Side
208.91	East of Corsicana	Bridge 208.91	Side
199.76	West of Richland	Bridge 199.76	Overhead & Side
185.64	East of Gude	Bridge 185.64	Side
182.97	West of Mexia	Bridge 182.97	Side
172.34	West of Groesbeck	Bridge 172.34	Overhead & Side
73.59	West of Navasota	Bridge 73.59	Overhead & Side
66.84	East of Navasota	Bridge 66.84	Side
51.99	West of Hempstead	Bridge 51.99	Side
41.35	West of Waller	Bridge 41.35	Side
24.87	East of Cypress	Bridge 24.87	Side

JACKSONVILLE BRANCH

295.22	West of Crandall	East Trinity River Bridge	Overhead & Side
217.17	East of Frankston	Neches River Bridge	Overhead & Side
202.20	Jacksonville	M.P. Overpass	Overhead & Side
200.28	Jacksonville	SSW Overpass	Overhead & Side

FORT WORTH BRANCH

52.12	Fort Worth	Hattie Street Viaduct	Overhead
49.53	East of Tower 53	Bridge 49.53	Side
49.00	East of Tower 53	M.P. Overpass	Overhead
48.51	East of Tower 53	Bridge 48.51	Overhead & Side
43.41	East of Forest Hill	Bridge 43.41	Overhead & Side
34.38	West of Mansfield	Bridge 34.38	Overhead & Side
34.31	West of Mansfield	Bridge 34.31	Side
28.94	West of Midlothian	Bridge 28.94	Overhead & Side
22.97	AT&SF Crossing	Eaves on Tower 94	Side
14.15	West of Waxahachie	Bridge 14.15	Overhead & Side
13.32	West of Waxahachie	Bridge 13.32	Side
12.93	West of Waxahachie	Bridge 12.93	Side
12.07	West of Waxahachie	Bridge 12.07	Side
11.88	West of Waxahachie	Bridge 11.88	Side
9.50	East of Waxahachie	Bridge 9.50	Side
7.66	East of Waxahachie	Bridge 7.66	Side

MP	LOCATION		DESCRIPTION
	CAMERON BRANCH		
121.37	East of Cameron	Elm Creek Bridge	Side

SPEED RESTRICTIONS

15 MPH over west MKT crossing, Denison.

20 MPH Eastward trains, between interlocking signals SSW crossing, Plano.

15 MPH through connection and Jct. Switch, Plano.

15 MPH through curve connecting Ennis and Flatonia Subdivisions, Hearne Jct.

JACKSONVILLE BRANCH

20 MPH between interlocking signals SSW crossing, Athens.

CAMERON BRANCH

10 MPH on curves between MP 170.0 and Brazos Junction.

*Through corporate limits, speed of trains restricted as follows:

Station	MPH	Station	MPH
Denison	20	Calvert	50
Sherman	20	Hearne	35
McKinney	30	Bryan	25
Plano	30	Navasota	25
Richardson	20	Kaufman	20
Dallas	35	Athens	18
Ferris	45	Jacksonville	20
Palmer	50	Fort Worth	20
Ennis	30	except Berry St. to Seminary Drive	40
between and including Lampasas and Casa Linda Streets		Forest Hill	20
Corsicana	30	Midlothian	25
Richland	65	Waxahachie	20
Mexia	40	Waco	18
Groesbeck	60	Cameron	20

*City ordinance speed restrictions are applicable approaching public crossings and until engine has covered public crossings within corporate limits.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBERS	Ennis to Fort Worth	Fort Worth to Ennis	Ennis and Hearne	Hearne and College Station	College Station to Hempstead	Hempstead to College Station	Hempstead and Houston	Hearne and Yoakum	Brenham and Austin	Austin and Stolz MP 90.5	Stolz MP 90.5 and Llano	Cameron and Waco
DP-3, 4, 7, 12	5900 to 5909, 5916, 5917, 6000 to 6004, 6017, 6018, 6046 to 6054	——	——	——	——	——	——	——	——	——	——	——	——
DP-5, 6, 8 to 11	5912, 5918 to 5924, 6007 to 6015, 6019 to 6045, 6055, 6057, 6058, 6060 to 6064	——	——	——	——	——	——	——	——	——	——	——	——
DF-1 to 11, 13	6139 to 6445, 6463 to 6470, 8022 to 8305, 300 to 379, 501 to 553	1500	1400	1900	1700	2300	2000	2500	1700	1700	1600	1600	1700
DF-14	600 to 637, 700 to 725	2700	2350	3050	2780	4260	3475	5300	2780	2350	2520	2520	2550
DF-12 (With 60:17 gear ratio)	6446, 6448 to 6454, 6456, 6457	1395	1305	1710	2425	2425	1960	3770	1545	1305	1370	——	——
DF-12 (With 62:15 gear ratio)	6447, 6455, 6458 to 6461	1675	1570	2050	2910	2910	2345	4525	1855	1570	1645	——	——
DF-15 (With 61:16 gear ratio)	6462	1540	1440	1880	2670	2670	2155	4150	1705	1440	1510	——	——
DF-100	5200 to 5202	1750	1640	2130	3000	3000	2430	4460	1935	1640	1720	1720	1785
DF-101, 103 to 107, 110, 112	4900 to 4902, 5205 to 5248, 5253 to 5278	2755	2580	3365	4775	4775	3850	5695	3048	2580	2700	2700	2810
DF-109, 111	4903 to 4905, 5252	3200	2995	3910	5560	5560	4475	6545	3540	2995	3140	③3140	——
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	2575	2410	3145	4475	4475	3605	5725	2850	2410	2525	2525	——
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	2890	2705	3530	5015	5015	4040	6230	3195	2705	2835	2835	——
DF-127	7000 to 7020	3460	3240	4220	5995	5995	4830	6210	3825	3240	3395	3395	——
DF-115, 119, 123, 126	155 to 176, 5448, 5494 to 5507	3350	3150	4075	3690	5695	4625	6500	3900	3150	3350	3350	3375
DF-500 to 501	4800 to 4815	3350	3140	4085	5775	5775	4665	6585	3700	3140	3285	③3285	——
DF-502	250 to 252	3335	3130	4040	5645	5695	4500	6415	3670	3130	3250	3395	——
DF-600 to 607, 610 to 616	240 to 249, 400 to 458, 5600 to 5719, 5723 to 5895	2520	2350	3050	2780	4260	3475	5300	2780	2350	2520	2520	2550
DF-608, 609	5720 to 5722	1927	1808	2342	3280	3280	2667	4512	2127	1808	1892	1892	1964
DF-617, 618, 620	7200 to 7237, 7300 to 7309	2880	2686	3486	3177	4869	3972	6057	3172	2686	2880	2880	2914
DF-619,622,623, 624, 625, 626	7408 to 7484, 7500 to 7567, 7700 to 7784	3600	3355	4355	3970	6085	4965	7570	3971	3355	3600	——	3655
DF-621	7400 to 7407	3240	3020	3920	3570	5475	4465	6810	3570	3020	3240	——	3275
DF-700, 701	8400 to 8402, 8500 to 8502	7210	6720	8720	7950	12180	9940	15160	7950	6720	——	——	——
DF-800, 801, 802	9000 to 9002, 9003 to 9017, 9018 to 9020	5770	5380	6985	6365	9755	7955	12135	6365	5380	——	——	——
DS-105, 111, 112, 114	32 to 71, 89 to 94, 95 to 104	1395	1300	1675	1530	2390	1940	3500	1530	1300	1395	③1395	1400
DS-109	72 to 88	1210	1130	1475	1340	2080	1685	2640	1340	1130	1210	③1210	1225
DS-300, 301, 302	177 to 184, 189	2700	2550	3275	2980	4615	3745	5850	2980	2550	2700	2700	2740
DS-303	185 to 186	3350	3150	4075	3690	5695	4625	6500	3690	3150	3350	3350	3375
DS-123, 124, 400, 401, 402	1597 to 1623, 108 to 112, 113 to 118, 123 to 127	1465	1375	1775	1615	2500	2030	3500	1615	1375	1465	③1465	1475
DS-602	12 to 16	1030	960	1260	1140	1780	1440	2700	1140	960	1030	1030	1050
EF-430C-1, EF-630C-1, AF-630-1	7600-7607, 8400 to 8478, 7800-7814	4310	4020	5215	4755	7285	5940	9065	4755	4020	①4310	4310	4360
ES-412C-5	2289-2293	1465	1375	1775	1615	2500	2030	3500	1615	1375	1465	③1465	1475
SSW Engines Z-15	925 to 959	1500	1400	1900	1700	2300	2000	2500	1700	1700	1600	③1600	1700
SSW Engines Z-17.5-B-B	820 to 831	2520	2350	3050	2780	4260	3475	5300	2780	2350	2520	——	2550
SSW Engines Z-20-B-B	800 to 819	2880	2686	3486	3177	4869	3972	6057	3172	2686	2880	——	2914
SSW Engines Z-22-B-B	750 to 779	3240	3020	3920	3570	5475	4465	6810	3570	3020	3240	——	3275
SSW Engines Z-24-C-C	850 to 859	3335	3130	4040	5645	5695	4500	6415	3670	3130	3250	3250	3395

ON BRANCH LINES UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

① Restricted to 25 MPH between Fairland and Stolz MP 90.5.

③ Restricted to 15 MPH.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

CLASS	ENGINE NUMBERS	Denison and Sherman	Sherman and Miller	Miller and Ennis	Dallas to Seagoville	Seagoville to Dallas	Seagoville to Mabank	Mabank to Athens	Athens to MP 212	Jacksonville to Nacogdoches	MP 212 to Jacksonville	Nacogdoches to Mahl	Mahl to Jacksonville	MP 206.38 to Seagoville	Jacksonville to MP 206.38
DP-3, 4, 7, 12	5900 to 5909, 5916, 5917, 6000 to 6004, 6017, 6018, 6046 to 6054	———	———	———	———	———	———	———	———	———	———	———	———	———	———
DP-5, 6, 8 to 11	5912, 5918 to 5924, 6007 to 6015, 6019 to 6045, 6055, 6057, 6058, 6060 to 6064	———	———	———	———	———	———	———	———	———	———	———	———	———	———
DF-1 to 11, 13	6139 to 6445, 6463 to 6470, 8022 to 8305, 300 to 379, 501 to 553	1300	1450	1500	3500	3600	2410	1830	2410	2410	1690	1690	2410	2410	1690
DF-14	600 to 637, 700 to 725	2225	2450	2700	4750	5180	3475	2645	3475	3475	2450	2450	3475	3475	2450
DF-12 (With 60:17 gear ratio)	6446, 6448 to 6454, 6456, 6457	1225	1355	1395	2725	2985	1960	1470	1760	1960	1355	1355	2250	2250	1355
DF-12 (With 62:15 gear ratio	6447, 6455, 6458 to 6461	1475	1630	1675	3270	3580	2345	1760	2345	2345	1630	1630	2695	2695	1630
DF-15 (With 61:16 gear ratio)	6462	1355	1495	1540	3000	3285	2155	1620	2155	2155	1495	1495	2475	2475	1495
DF-100	5200 to 5202	1545	1700	1750	3365	3680	2430	1840	2430	2430	1700	1700	2430	2785	1700
DF-101, 103 to 107, 110, 112	4900 to 4902, 5205 to 5248, 5253 to 5278	2425	2680	2755	5370	5695	3850	2985	3850	3850	2680	2680	4420	4420	2680
DF-109, 111	4903 to 4905, 5252	2815	3110	3200	6260	6545	4475	3360	4475	4475	3110	3110	5145	5145	3110
DF-114, 116, 117, 118	5279 to 5293, 5308 to 5335	2265	2500	2575	5035	5525	3605	2705	3605	3605	2500	2500	4140	4140	2500
DF-120, 121, 122, 124, 125	5339 to 5444, 5449 to 5493	2545	2810	2890	5640	6190	4040	3035	4040	4040	2810	2810	4640	4640	2810
DF-127	7000 to 7020	3045	3360	3460	6210	6210	4830	3680	4830	4830	3360	3360	5550	5550	3360
DF-115, 119, 123, 126	155 to 176, 5448, 5494 to 5507	2975	3200	3350	6375	6500	4625	3510	4625	4625	3200	3200	4625	4625	3200
DF-500-501	4800 to 4815	2950	3255	3350	5490	6585	4665	3515	4665	4665	3255	3255	5355	5355	3255
DF-502	250 to 252	2965	3245	3335	6310	6415	4500	3995	4595	4595	3245	3245	4500	4500	3245
DF-600 to 607, 610 to 616	240 to 249, 400 to 458, 5600 to 5719, 5723 to 5895	2225	2450	2520	4750	5180	3475	2645	3475	3475	2450	2450	3475	3475	2450
DF-608, 609	5720 to 5722	1701	1874	1927	3668	4004	2667	2022	2667	2667	1891	1891	3048	3048	1891
DF-617, 618, 620	7200 to 7237, 7300 to 7309	2543	2800	2880	5429	5920	3972	3023	3972	3972	2800	2800	3972	3972	2800
DF-619,622,623, 624, 625,626	7408 to 7484, 7500 to 7567, 7700 to 7784	3180	3500	3600	6785	7400	4965	3780	4965	4965	3500	3500	4965	4965	3500
DF-621	7400 to 7407	2860	3150	3240	6105	6655	4465	3400	4465	4465	3150	3150	4465	4465	3150
DF-700, 701	8400 to 8402, 8500 to 8502	6360	7010	7210	†13580	†14810	———	———	———	———	———	———	———	———	———
DF-800, 801, 802	9000 to 9002, 9003 to 9017, 9018 to 9020	5095	5610	5770	10875	11860	———	———	———	———	———	———	———	———	———
DS-105, 111, 112, 114	32 to 71, 89 to 94, 95 to 104	1225	1350	1395	2650	2900	1940	1460	1940	1940	1350	1350	1940	1940	1350
DS-109	72 to 88	1050	1175	1210	2325	2550	1685	1230	1685	1685	1175	1175	1685	1685	1175
DS-300, 301, 302	177 to 184, 189	2400	2630	2700	5170	5650	3745	2835	3745	3745	2630	2630	3745	3745	2630
DS-303	185 to 186	2975	3200	3350	6375	6500	4635	3510	4625	4625	3200	3200	4625	4625	3200
DS-123, 124, 400, 401, 402	1597 to 1623, 108 to 112, 113 to 118, 123 to 127	1290	1425	1465	②2800	②3050	②2030	②1535	②2030	②2030	②1425	②1425	②2030	②2030	②1425
DS-602	12 to 16	900	1000	1030	2000	2175	1440	1085	1440	1440	1000	1000	1440	1440	1000
EF-430C-1, EF-630C-1, AF-630-1	7600-7607, 8400 to 8478, 7800-7814	3805	4190	4310	8120	8860	④5942	④4520	④5940	④5940	④4190	④4190	④5940	④5940	④4190
ES-412C-5	2289-2293	1290	1425	1465	②2800	②3050	②2030	②2135	②2030	②2030	②1425	②1425	②2030	②2030	②1425
SSW Engines Z-15	925 to 959	1300	1450	1500	3500	3600	2410	1830	2410	2410	1690	1690	2410	2410	1690
SSW Engines Z-17.5-B-B	820 to 831	2225	2450	2520	4750	5180	3745	2645	3475	3475	2450	2450	3475	3475	2450
SSW Engines Z-20-B-B	800 to 819	3543	2800	2880	5429	5920	3972	3023	3972	3972	2800	2800	3972	3972	2800
SSW Engines Z-22-B-B	750 to 779	2860	3150	3240	6105	6635	4465	3400	4465	4465	3150	3150	4465	4465	3150
SSW Engines Z-24-C-C	850 to 859	2965	3245	3335	6310	6415	4500	3995	4595	4595	3245	3245	4500	4500	3245

ON BRANCH LINES UNLESS AUTHORIZED BY SUPERINTENDENT, ENGINES WILL NOT BE PERMITTED TO OPERATE ON THOSE TERRITORIES WHERE NO RATING SHOWN IN ENGINE RATING TABLE.

② Restricted to 30 MPH.
④ Restricted to 25 MPH.
† Restricted to 35 MPH.

RATINGS OF ENGINES—IN UNITS OF 2000 LBS. (TONS)

WATCH INSPECTORS

Houston	K. I. Dunlap, Manager of Time Service
Houston	Houston Watch Co.
Houston	Steve Reyna
Denison	Gray's Jewelers
Sherman	Tappan's
Dallas	McKee Jewelers
Dallas	E. L. Seitzler
Ennis	J. H. Tanner
Corsicana	Daiches Jewelry Company
Hearne	Hearne Jewelry Company
Hearne	Berryhill Watch Company
Fort Worth	J. B. Riddle Jeweler
Waco	Armstrong Jewelry Co.
Austin	Joe Koen & Son
Giddings	O. E. Faske
Jacksonville	Lang's Jewelry Store
Paris	Riggs Jewelry